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[563]

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Hongkong, 4th December, 1907. [444]

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[a196]

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Watchers by the Shore, by J. E. Patterson.

Gates of the Wheat Field, by M. E. Francis.

Men of the Mountain, by S. E. Crockett.

The Little White Bird, by J. M. Barrie.

A Window in Thrums, by J. M. Barrie.

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Concerning Isabel Carnaby, by Ellen

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[a32]

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THE HONGKONG DISPENSARY.

Hongkong, 3rd October, 1909.

We recollect that in 1807 when the Hongkong Government began the expedient of withdrawing from circulation all its subsidiary coinage received as revenue, it was reported to the Secretary of State that the Colonial Government had succeeded in inducing the authorities at Canton to temporarily suspend the coining of small coins at the Mint. How long the mint suspended operations we do not know, but we know that it was subsequently shown in the report of the Customs Commissioner at Canton that there had been actually an increase in the number of 20-cent pieces coined that year. It will also be remembered that as a result of the Inquiry in 1907 by a Committee into the causes of the depreciation of the subsidiary coinage of the Colony, "the Government addressed strong representations through the proper channels to the Chinese authorities both at Peking and Canton, urging the suspension of the coining of small coins at the Canton Mint until the coins had again reached par." We have no recollection of the replies to those representations being made public, but the fact that in the year 1908 the Canton Mint turned out 15,688,000 20-cent pieces is conclusive evidence that, whatever may have been the nature of the replies received by the Government, there was, in fact, no compliance with the strongly expressed desire of the Hongkong Government. Evidently the efforts to convince the Chinese authorities of the evils of a depreciated currency have met with small success. Had that fifteen millions of twenty-cent pieces not been coined last year, the subsidiary coinage of the Kwantung province and of this Colony might by now have been brought up again to par value. As it is, the latest quotations show the discount on Chinese 20-cent pieces to be 5.96 per cent, and on Hongkong 20-cent pieces 5.74 per cent; while on ten-cent pieces the rates are 6.43 and 5.98 respectively—a state of things which can scarcely be regarded as evidence of the satisfactory measures which the Chinese authorities are said to be taking... The request which we learn from the telegram, the Secretary of State has recently made to the Governor for a report on the present position of the question comes at an opportune moment when the subject is being discussed in the Legislative Council, and in view of Colonel Seely's announcement that the Viceroy is taking satisfactory measures with a view to rehabilitate the currency, the public look forward with added interest to the debate next week on the Hon. Mr. Stewart's motion, in the hope that full information of these "satisfactory measures" will be made public.

A typhoon warning received by the American Consulate-General, Hongkong, from the Manila Observatory at 10.25 a.m. yesterday stated that a cyclone or typhoon E. of the Visayas Islands was moving W. or W.N.W.

The example of the European export firms at Saigon, who had to band themselves into a syndicate as a safeguard against Chinese failures, has been followed by the import firms combining to protect their own interests. Representatives of some thirty firms agreed to establish the new syndicate. The committee include members to represent the foreign mercantile community of the port.

For the information of visitors to the famous ruins of Angkor, in Cambodia, General L. de Beylie has published an exceedingly interesting brochure, illustrated by sixteen capital photographic gravures. There exists in Cambodia numerous ancient monuments, some of them dating back to the VI. century, but the most beautiful belong to the period comprised between the IX. and the XIII. centuries. The style of architecture is Indian, but with such modifications in detail and sometimes in principle as to entitle it to be designated Cambodian. The ruins of the great temple or palace of Angkor are worth travelling far to see. The season for making the trip is between September and February. Last month fêtes were held at Angkor, attended by King Sisowath and H.E. the Governor-General of Indo-China, and these attracted a large number of visitors.

The Water Return for the 1st of November, communicated to us yesterday, represents a great improvement on its predecessor, and upon the return for the corresponding date of last year. All the reservoirs were above overflow—Tytan to the extent of 2ft. 6in. and Tytan bye-wash 2ft. 6in. The storage on the island of Hongkong amounted to 742,211,000 gallons, which is nearly twenty million gallons more than on the corresponding date last year. There had been an intermittent supply in the river main districts up to October 25th, but since then a constant supply has been given. On the Kowloon side the return shows the water in the gravitational reservoir to have been 12ft. 2in. below overflow, as compared with 20ft. below overflow last year, and the storage was 176 million gallons last year and 237 millions this. In short, on the island we had on the 1st November six months supply in the storage reservoirs, and on the Kowloon side ten months' supply.

## CORRESPONDENCE.

## THE INTERPORT RIFLE MATCH.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS".]

SIR.—The composition of the team selected to represent Hongkong in the Interport Rifle Match gave reasonable hope of a close finish, yet the result is a repetition of last year's performance—excellent scores in practice, but a "wash out" on the day of the match.

The inference is that the "nerve tension" of an important match is too much for most men unaccustomed to team shooting, individual "over anxiety" impairing the usual steadiness and skill.

There are, it is believed, only two team competitions (other than the Interport) held annually in the Colony, viz., the "Blake Shield" for Volunteer Units, and the "White Horse Trophy" for Volunteers and Reserves; the rest of the shooting is of an individual nature for cups and spoons, and does not provide the training essential for Interportaceous.

It is therefore suggested that the introduction of a Challenge Shield for Rifle Shooting would not only stimulate the waning interest in shooting generally, but also provide the "team" training at present lacking.

The Shield to be competed for annually by teams of 8 or 10 men, a small replica of the shield to be presented to each member of the winning team, as for the "Blake Shield."

Open to teams from H.M. Ships, Military, Volunteers, Volunteer Reserves, Taikoo Dock Rifles Club, and any other club that may be formed.

Probably some of the large business houses would be good enough to combine in presenting a Shield, the competition being controlled from the Volunteer Headquarters, or by the Reserve Association. An entrance fee for each team would no doubt cover range expenses each year.

The Football Challenge Shield provides keen competition, and it is believed that a similar institution for Rifle Shooting would prove popular and result in a material increase in the number of trained shots available for Interport honours.

The selection for this year's team was very limited.

Trusting this will meet with your support—Yours faithfully,

BENGAL LANCER.

## THE KING'S BIRTHDAY CELEBRATION AT CANTON.

We learn that Mr. Jamieson, H.E.M.'s Consul-General at Canton, has been telegraphically informed by H.B.M.'s Minister at Peking that the celebration of the birthday of King Edward has been postponed until the 25th inst.

Consequently the arrangements made at Canton are postponed to that date.

The postponement is doubtless due to the appointment of November 9th as the day for the interment of the remains of the late Empress Dowager of China.

The Committee of the Society of St. Vincent de Paul desires to acknowledge with thanks the following donations to the funds:

The Colonial Government \$100,000.  
Miss Beatrice M. da Rosa (Manila) 100,000.  
Mr. H. Percy Smith 50,000.  
Mr. F. A. S. Gomes 25,000.

The Committee, we are asked to add, will be very thankful for any contribution to the funds of the Society, which are now so reduced as to threaten the restriction of relief operations among destitute persons in the Colony.

## TELEGRAMS.

Protected by the Telegraphic Message  
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NOTICE OF HEARING TO THE "HONGKONG DAILY PRESS".

## THE SUBSIDIARY COINAGE QUESTION IN HONGKONG.

LONDON, November 5th.

Colonel Seely, Under Secretary of State for Foreign Affairs, replying in the House of Commons to a question put by Mr. J. A. Bryce (Lib., Inverness District) with regard to British and Chinese currency in Hongkong, said the Viceroy of Canton was taking satisfactory measures to deal with the matter. The Secretary of State had recently requested the Governor of Hongkong to report on the present position of the currency, and on receipt of that report he would consider what steps he would take.

## TYPALDOS ARRESTED.

LONDON, November 5th.

Lieutenant Typaldos, of the Grecian Navy, the principal figure in the recent mutiny, and a companion, Lieutenant Demoules, attired in civilian clothes, were arrested at midnight at Kephisia.

They offered no resistance.

## LATER.

It is announced at Athens that Lieut. Typaldos will be tried for a political offence, which does not render him liable to a death penalty.

## THE BUDGET.

## THIRD READING PASSED.

LONDON, November 5th.

The Budget has passed its third reading by 379 votes to 149.

Three Liberal members abstained from voting, and two voted with the minority.

The Labourites solidly supported the Government.

The scene was a memorable one, the floor and galleries being packed.

Mr. Lloyd George (Chancellor of the Exchequer) and Mr. Asquith (Prime Minister) received an ovation.

## MR. URE'S SHARES.

In view of the prominence given by Mr. Balfour to the Lord Advocate's views on the Budget the following summary of a speech made at Aberdeen by Mr. Pretzman, M.P., is interesting:

Mr. Pretzman said that the Lord Advocate argued that the principle of the land clauses was merely the redistribution of property. The only principle he could find in them was the principle of Barabbas. He hoped that if the Lord Advocate found himself Crown Prosecutor in some case where someone had been making too free with his neighbour's goods he would remember his own principle. The Lord Advocate said that the Government ought to send a demand note to all rich people, especially landed proprietors. Who would pick them out? Mr. Pretzman cited the case of an estate in connection with which during the past eighteen years more had been spent than had been received in rent. Had the proposed duty been in existence when the proprietor succeeded to that estate, £26,000 would have been claimed by the Government, and where would it have come from?

Necessarily out of money that was otherwise spent on improvements and in wages to workers on the estate. In answer to a series of "Name" Mr. Pretzman said he was the owner of the estate in question. Then he heard of a man who in 1896 had shares in the Clydesdale Bank for which he paid twenty thousand pounds, and without any effort on that man's part, as far as Mr. Pretzman was aware, the shares were now worth thirty thousand pounds, while during the whole period a dividend of 10 to 12 per cent. was paid on them. That was an enormous increment for them. Did they want to know who the owner of the shares was? The Lord Advocate. No wonder the Lord Advocate said—Send a demand note to the rich, especially landed proprietors. Laughter and cheering.

Mr. Pretzman said the defendant had paid one instalment of £25, and thereafter ceased to pay, although he had promised to do so. It was originally agreed that the defendant should repay the money by instalments. This action was brought because he had left off paying, and Mr. Gardiner asked his Lordship to order that £25 a month should be paid.

Mr. Pretzman consented.

Mr. Gardiner—Will your Lordship make an order for costs?

That is the defendant's own fault.

Defendant admitted owing the plaintiff any money.

His Lordship—I suppose it was a friendly transaction.

Mr. Gardiner—It may have been, but the plaintiff must take his chance.

His Lordship made an order for payment by instalments of £25 and costs. The first instalment must be paid by December 2nd.

Tulsi Singh proceeded against Kunthal Singh to recover \$10, money lent.

Plaintiff appeared in person, and Mr. P. M. Hodgson for the defendant.

Plaintiff said he lent the money in July, 1908 and had not since been repaid. He produced a receipt for the loan.

Defendant denied owing the plaintiff any money.

He was not in the same regiment, and never had owed him any.

Mr. Hodgson said it was purely a case of one man's word against another.

His Lordship said the case was complicated by the appearance of a solicitor.

Mr. Hodgson stated that he appealed to oblige a friend.

His Lordship entered judgment for the defendant.

## BOAT PARTICLES.

The Shun Shing v. Lam Pong Kat was a case in which the plaintiffs claimed from the defendant the sum of \$77.92.

Mr. Leo d'Almada e Castro (of Messrs Goldring, Barlow and Morell) appeared for the plaintiff, and Mr. Balmer Johnston (of Messrs Denys and Bowley) for the defendant.

The Shun Shing v. Lam Pong Kat was a case in which the plaintiffs claimed from the defendant the sum of \$77.92.

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Mr. Leo d'Almada e Castro (of Messrs Goldring, Barlow and Morell) appeared for the plaintiff, and Mr. Balmer Johnston (of Messrs Denys and Bowley) for the defendant.

## ANNUAL LICENSING SESSIONS. ALLEGED ASSAULT BY EXCISE OFFICERS.

The annual meeting of His Majesty's Justices of the Peace was held at the Magistracy yesterday afternoon, when applications for publican's and adjunct licences were considered. The Justices assembled were Mr. J. R. Wood (Chairman), Lieut. C. W. Beckwith, R.N., Captain W. Lyons, Revs. F. T. Baddeley, R. H. A. Craig, A. Ruiahan, A. E. Arelli, T. E. King, G. A. Woodcock, A. Mackenzie, A. Sheldon Hooper, M. S. Northcote, J. A. Jupp, W. H. Wickham, C. Lafrantz, W. N. Fleming, A. H. Ough and C. Montague Edie.

## PUBLICAN'S LICENCES.

The following publican's licences were granted to the applicants mentioned:—A. F. Davies, the Hongkong Hotel; D. Dorahies, King Edward Hotel; M. Sternberg, the International Hotel; W. Krater, the Rose, Shamrock and Thistle Hotel; G. Green, the Criterion Hotel; D. Froiman, the Land We Live In Hotel; S. Mayer, the Colonial Hotel; L. Comar, the Cosmopolitan Hotel; E. Oliver, the New Travellers' Hotel; C. W. L. Seeger, the German Tavern; R. H. Whitaker, the Praya East Hotel; I. Crumman, the Central Hotel; O. E. Owen, the Kowloon Hotel; W. Windle, the Bell View Hotel. The latter applicant was represented by Mr. Crowther Smith, of Messrs. Almada and Smith.

The Chairman stated that the application for a publican's licence for the Oriental Hotel had been withdrawn.

Mr. Wickham wished to know why? He thought the application should be brought up at the annual sessions instead of at a meeting to be called later.

The Chairman stated that the application was withdrawn because the applicant did not want the licence.

I. Silberman's application for a licence for the Globe Hotel was adjourned because the applicant did not attend.

Mr. Hooper thought he should have been present out of respect for the Justices, and that he should be cautioned.

The Chairman said he would deal with the matter.

Mrs. Meyer, of the Colonial Hotel, and Mr. Comar, of the Cosmopolitan Hotel, were then called before the Justices and reminded that there were convictions against them, and warned to be careful in the future, as otherwise they would lose their licences.

With reference to Mr. J. E. Barker's application for a publican's licence for the Stag Hotel,

Mr. Baddeley pointed out that the applicant was dead.

The Chairman said he had no other application before him.

Mr. Northcote.—Is not there a notice in the papers that Mr. Madar is applying for a licence?

The Chairman.—That will be considered at a special meeting.

The matter was held over.

## PUBLICAN'S LICENSE FOR ASTOR HOUSE HOTEL REFUSED.

Mr. L. Game's application for a publican's licence for the Astor House was then considered, Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon) appearing on behalf of the applicant.

The Chairman stated that the licensee formerly held an adjunct licence, and was convicted for a breach of that licence. He now applied for a publican's licence. There was one for the same premises before.

Mr. Hooper.—Does that mean having a bar?

The Chairman.—Yes.

Mr. Hooper.—I think that might stand over till the end.

The Chairman.—Do you wish to object?

Mr. Hooper.—I'd like to discuss it.

The Chairman.—Do you wish to object?

Mr. Hooper.—I don't wish to state my objection now. I simply ask as one of the Justices that the matter be allowed to stand over.

Later, when the application was again considered, all who were not Justices were asked to leave the Court.

Mr. Hooper thought the Press should be allowed to remain as this, and the other applications, were matters which ought to be considered in public. The meeting was a public one.

The Chairman overruled Mr. Hooper, and the Press were excluded.

The application was refused.

## ADJUNCT LICENCES.

Adjunct licences were granted to the following applicants:—R. Ekharts, the Cafe Weissmann, the applicant being represented by Mr. Crowther Smith; K. Uyetsuki, the Sei Foo Row Hotel; Y. Nomura, the Nomura Hotel. This applicant was represented by Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell); J. P. Sommer, the Vienna Cafe Company, Limited.

The applications of G. Bertolone, and R. F. Daly, of the Owl Grill Room, were adjourned as the applicants did not appear. On their appearance they will be cautioned for failing to attend.

PEAK HOTEL ADJUNCT LICENCE REFUSED.

When the application of P. O. Pouster for the Peak Hotel was mentioned,

Rev. Mr. Hickling asked if the police were satisfied about the carrying on of this adjunct licence.

The Chairman.—The police have no objection.

Rev. Mr. Hickling asked if the Justices are prepared to do so, that they should administer a caution. There has been some very close sailing to the wind in this case.

The application was considered *in camera*, and refused.

We have received particulars of four high class gravures issued by Boivil Limited, London, entitled, "The Vicar of Wakefield," by W. Hatherell, R. L. exhibited in the Royal Academy (1909); "The King's Derby" (1909); "John Wesley," by the same artist, exhibited in the Royal Academy (1909); "This Little Piggie," by Arthur Drummond. These gravures are given free in exchange for coupons attached to all bottles and jars of Boivil. Full particulars as to the conditions of obtaining these pictures are given on the leaflets wrapped round the bottles and jars.

## AT THE MAGISTRACY.

Interesting events took place at the Magistracy before Mr. Hallinan yesterday when four of the Opium Farmer's excise staff were charged with having assaulted two tallymen on board the steamer *Cyclops* on August 11th last. Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, appeared in support of the summons, and Mr. W. E. L. Shenton, from the office of Messrs. Deacon, Looker and Deacon, appeared for defendants.

When the case was called, Mr. Shenton objected it to going on, and asked for a formal reward. He said the position was that in August last summonses were issued against the complainants in this case, some in respect of assault and some in respect of opium which was confiscated. Those men were convicted and ordered to pay \$10 each. The ship then went away and returned to the Colony some five days ago, when the complainants took those summonses, which were not served until five o'clock the previous evening. Having regard to the gravity of the offence—those men being excise officers—he must ask for time to prepare the case. He contended that these proceedings were merely vexatious as the complainants had every opportunity to issue the summonses when they were last in port, but they did not do so. Now, at the last moment, when the ship was to leave within a day or two, they brought those proceedings.

Mr. Gedge said on August 11th last the summonses against the complainants were brought and the ship sailed the following morning. The vessel was now going away and if she were detained demurrage would amount to 1,000 a day. She would be away for three or four months, by which time everything would have been forgotten. His friend was not suffering any more disability than he was at the time his clients were summoned. The summons should be set aside.

What did you do?—I sent the second officer to the sampan to prevent further violence. The crew were in Malaya. The chief officer and the quartermaster were down in a lighter to prevent further violence, and after the arrest had been made I sent the second officer ashore to watch them.

Did the European sergeant do anything to you?—He pushed me at the gangway.

His Worship.—Is this part of the assault?

Mr. Gedge.—Yes. It is part of the whole proceedings.

Had these men any badge?—No.

Did you hear them declare their offices to anyone?—No.

Witnesses added that these men were accustomed to being searched, and took it as part of the routine.

Mr. Shenton reserved his cross-examination. George Fitts, chief officer of the *Cyclops*, gave corroborative evidence.

Other witnesses were called, and the case was adjourned until to-day.

were taken down the ladder by the first defendant, who was accompanied by the fourth defendant. A police sergeant in uniform was watching the proceedings, and the captain asked him under what authority the men were acting. He told witness to read his Hongkong regulation and he would then find out, or that one of the coolies on deck would inform him. The captain protested against the unnecessary violence which was being used.

Mr. Gedge said that the Government had

guaranteed the fullest inquiry into the case,

which inquiry was to take the form of proceed-

ings before His Worship. In the inquiry he

wished to get out every material fact and any-

thing with regard to the conduct of the officer

ought to go down on his Worship's notes.

His Worship said it could only go down if he

was a party to the assault.

Witness added that the sergeant pushed him

on one side, and told him if he interfered with

him in the execution of his duty he did so at

his peril.

Mr. Shenton returned to court and said he

had seen his clients again, and if the witnesses

could be recalled he would conduct the case as

far as he personally could.

Mr. Gedge said that the ship would be delayed

till four o'clock.

Witness said he remonstrated with the police

officer.

Mr. Gedge.—What did you say?

Mr. Shenton.—Again I object.

Were the defendants present?—Yes.

Why did you remonstrate?—Because of

the unnecessary violence. They were in great

distress. They were in tears.

Did what do you?—I sent the second officer

to the sampan to prevent further violence.

The crew were in Malaya. The chief officer

and the quartermaster were down in a lighter to

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Other witnesses were called, and the case was

adjourned until to-day.

SHANGHAI RACES.

Analyses of owners, jockeys and ponies at the

meeting just ended are as follows:

OWNER. 1ST 2ND 3RD

Mr. Baxey	5	2	1
Mr. McWatt	4		
Mr. Baldwin	2	6	2
Mr. Sazo-Borsigia	2	3	1
Mr. John Post	2	1	
Mr. Henry Morris	2		
Mr. Fen	2	3	
Mr. Dick Turpin	1	2	2
Mr. F. B. Marshall	1	1	2
Mr. Fuhr	1	1	1
Mr. W. G. Pirie	1	1	1
Mr. E. S. Kadoorie	1		
Mr. Paignton	1		
Mr. Perny	1		
Mr. Ring	1		
Meissner Toog and			
Specchini	2	4	
Mr. Quebec	2	2	1
Mr. Valentine	2	1	
Meissner S. and S.	1		
Mr. Party	1	1	
Mr. H. P. White	1		
Mr. Hayes	1		2
Mr. Avati	1		
Mr. Barley	1		
Mr. Jedmor	1		

JOCKEY.

Mr. Burkhill	7	3	3
Mr. Muller	5	11	5
Mr. Cumming	4	1	1
Mr. Schmor	3		
Mr. Johnston	2	1	
Mr. Vida	1	1	2
Mr. Springfield	1	1	1
Mr. Depree	1	1	1
Mr. Fook	1	2	5
Mr. Hayes	1		
Mr. Railton	1		
Mr. Lawrence	1		
Mr. Brighton	1		
Mr. Poulsen	1		
Mr. King	1		
Mr. Eggers	1		
Mr. Lamplire	1		

PONY.

Sagittarius	2	1	
Spring Rose	2		
Little Green Rose	2		
Hawkin	2		
Kirkpatrick	2		
Milestones	2		
Bansley	2		
Kingstons	2		
Fabulus	1	3	
Milkman	1	1	1
Eve d' Rose	1	1	
Tartar Chief	1	1	
Orcas	1		</td

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

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## NEW ADVERTISEMENTS

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## PUBLIC HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, the 9th November, the anniversary of the BIRTHDAY of His Most GRACIOUS MAJESTY KING EDWARD VII.

By Order, E. A. M. WILLIAMS, Secretary. Hongkong, 6th November, 1909. [1392]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

## PUBLIC HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, the 9th November, the anniversary of the BIRTHDAY of His Most GRACIOUS MAJESTY KING EDWARD VII.

By Order, E. A. M. WILLIAMS, Secretary. Hongkong, 9th November, 1909. [1393]

## BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, 9th November, the anniversary of the BIRTHDAY of His Most GRACIOUS MAJESTY KING EDWARD VII.

Hongkong, 3rd November, 1909. [1378]

## NOTICE.

DURING the Winter Months HOPKINS' BUTCHERY at SHANGHAI is prepared to Supply its Patrons in Hongkong with Game, Game Pies, Pork Pies, Brawn, Sausages, Fresh and Corned Beef.

Shanghai, 1st November, 1909. [1366]

## AL FRESCO FÊTE

In aid of the Funds of the SOCIETY OF ST. VINCENT DE PAUL.

UNDER the Distinguished Patronage of H. E. THE GOVERNOR, SIR FREDERICK LUGAED, K.C.M.C., C.B., D.S.O.

To be held in the

COMPOUND OF THE ROMAN CATHOLIC CATHEDRAL.

TO-MORROW (SUNDAY),

7th November, 1909, from 9 P.M. to 11.30 P.M.

ADMISSION TICKET 51.

Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fête only.

The Public is respectfully invited to inspect the various stalls from 2 to 7 P.M. on the 7th November.

Tea and Cakes will be served during the afternoon.

By kind permission of Commanding Officer and Officers of the Rajputana Band will play from 9 to 11.30 P.M.

Tickets can be obtained from To-day at MESSRS. GRACA & CO., 27, Des Vœux Road, and at the ROMAN CATHOLIC CATHEDRAL COMPOUND, TO-MORROW (SUNDAY), the 7th November, from 9 A.M. to 7 P.M. and at the Gate on the Night of the Fête.

Hongkong, 2nd November, 1909. [1374]

## THERE WILL BE A

GRAND CONCERT  
(In Aid of the RENOVATION SCHEME of the SAILORS' and SOLDIERS' HOME)

By the Band of the 2ND CAMERON HIGHLANDERS,

MONDAY, NOVEMBER 15TH,

AT 9 P.M.

Book early at MOUTRIE & CO.

Hongkong, 4th November, 1909. [1384]

## HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to ST. ANDREW'S SOCIETY are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$20. Any respectable Scotswoman is eligible for membership.

DAVID WOOD,  
Hon. Secretary.  
Hongkong, 7th September, 1909. [1174]

A LL and every thing from FATHER TUCK.

Popular Pictures of Selected XMAS CARDS for 50 Cents Only.

CALENDARS, HALF MASKS, PICTURE and PAINTING BOOKS, MECHANICAL and ROCKING ANIMALS, PICTORIAL PUZZLE POSTCARDS, INDEGARANTS, A.B.C. of ANIMALS, LUBMS, RELIEF SCRAPS, CHRISTMAS AUTOGRAPHES, &c., &c., &c.

Inspection Invited.

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Hon. Secretary.  
Hongkong, 7th September, 1909. [1174]

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Hon. Secretary.  
Hongkong, 7th September, 1909. [1174]

ALL and every thing from



## SHIPPING.

ARRIVALS.  
HAIMUN, British str., 536, J. W. Evans, 5th November—Swatow 4th Nov., General-Douglas, Lumsdaine & Co.

KREUZER, German str., 646, A. Niejahr, 4th Nov.—Hainan 3rd November, General-Johson & Co.

KUTSANG, British str., 4,200, R. C. D. Bradley, 5th Nov.—Yokohama 26th and Moji 31st Oct., General-Jardine, Matheson & Co.

MERAPI, Dutch str., 1,597, O. Gronert, 5th Nov.—Samarang 24th via Singapore 25th Oct., Sugar—Kim Ty Long.

PAKLAT, German str., 1,018, T. Wenzel, 5th Nov.—Swatow 4th Nov., Rice—Norddeutscher Lloyd.

PERSIA, British str., 2,744, Lockett, 5th Nov.—Manzanilla 9th and Mazatlan 11th Oct.—Yuen Hoek Fong.

PHUM PENH, British str., 1,065, Jas. H. Scott, 4th November—Saigon 31st October, Rice and General—Wo Fat Sing.

TEAN, British str., 1,346, Outerbridge, 5th Nov.—Manila P.I. 2nd Nov., General-Butterfield & Swire.

TOTOMI MARU, Japanese str., 2,312, R. Smith, 5th Nov.—Kolo 28th and Moji 30th Oct., General—Nippon Yusen Kaisha.

YATSKING, British str., 1,424, Houghton, 5th Nov.—Swatow 4th Nov., Vornicelli-Jardine, Matheson & Co.

## CLEARANCES:

AT THE HARBOUR MASTER'S OFFICE.

5th November.

Cyclops, British str., for Manila.

Empress of China, British str., for Shanghai.

Fitzpatrick, British str., for Shanghai.

Samer, German str., for Bangkok.

Seata, German str., for Saigon.

Tibidoo, Dutch str., for Batavia.

Zafiro, British str., for Manila.

## DEPARTURES:

5th November.

BUTCH MARU, Japanese str., for Swatow.

CATHERINE APCAR, British str., for Singapore.

COLENZ, German str., for Australia.

COULSON, British str., for Singapore.

FOOKUNG, British str., for Shanghai.

FUKUJI MARU, Japanese str., for Moji.

HAIKING, British str., for Swatow.

HANOI, French str., for Quang Chow Wan.

HELENE, German str., for Hainan.

HINSAK, British str., for Amoy.

HONGHEE, British str., for Amoy.

KWANGLEE, Chinese str., for Shanghai.

NANCHANG, British str., for Canton.

SHANTUNG, British str., for Cheliwon.

SHANSI, British str., for Amoy.

SILESIA, German str., for Shanghai.

SOMALI, British str., for Singapore.

TUHLIWONG, Dutch str., for Yokohama.

VOFWERKS, German str., for Haiphong.

YUENSANG, British str., for Manila.

## SHIPPING REPORTS:

The British str. *Kutang* reports: Weather fine to moderate and sea.

The British str. *Persia* reports: Fine weather throughout, light to monsoon N.E. breeze.

## VESSELS IN DOCK:

November 5th.

ABERDEEN DOCK.—KOWLOON DOCK.—On Leis, Lyndhurst, Sain, Kinsian, Germany, Ta Hing.

COSMOPOLITAN DOCK.—TAIKO DOCK—St. Enoch, Hazel, Hoihow, Chilli, Mongolia, Wongkai.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGHORN and GEOFIA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI," Captain Dini, will be despatched as above on THURSDAY, the 11th inst., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 6th November, 1909. [4]

THE AMERICAN AND ORIENTAL LINE.

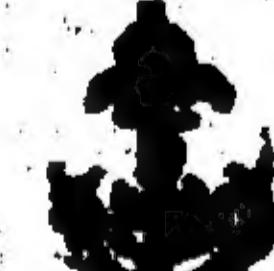
FOR BOSTON AND NEW YORK.  
(With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIC," will be despatched for the above Ports on SATURDAY, the 20th November, 1909.

For Freight, apply to AHNOLD, KARBERG & Co., Agents.

Hongkong, 25th October, 1909. [1345]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), SINGAPORE, PENANG,

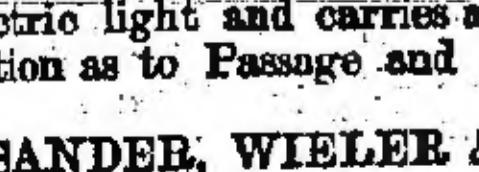
GALLIBA, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking cargo at through rates to the BRAZILS, to PERSIAN GULF, RED SEA, BLACK SEA, VENICE, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship

"CHINA," Captain Bergmann, will be despatched as above on or about the 24th inst.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIHLER & Co., Agents.



Princes Buildings.

Hongkong, 1st November, 1909. [3]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & EIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON & ANTWERP	BRECONSHIRE	Brit. str.	—	JARDINE, MATTHESON & CO., LTD.	On 25th inst.	
NAMUR	NAME	Brit. str.	k. w.	H. W. Kenrick, R.N.E.	About 1st Dec.	
BELGAVIA	NAME	Ger. str.	k. w.	Hildebrand	On 20th inst.	
BRISGAVIA	NAME	Ger. str.	k. w.	Porsching	On 25th inst.	
SILESIA	NAME	Ger. str.	k. w.	Schwinghamer	On 30th inst.	
SENEGAMBIA	NAME	Ger. str.	k. w.	v. Hoff	On 2nd Dec.	
TOURANE	NAME	Fren. str.	—	Eckhorn	On 29th Dec.	
PEKING	NAME	Dan. str.	—	Bourge	On 9th inst., at 1 P.M.	
YOKO MARU	NAME	Jap. str.	—	MESSENGERIES MARITIMES	On 20th inst.	
WAKASA MARU	NAME	Jap. str.	—	MELCHERS & CO.	On 10th inst., at Daylight	
KITANO MARU	NAME	Jap. str.	—	NIPPON YUSEN KAISHA	On 24th inst., at Daylight	
CHINA	NAME	Aus. str.	—	NIPPON YUSEN KAISHA	About 17th inst.	
PRINCESS ALICE	NAME	Brit. str.	—	SANDER, WIHLER & CO.	On 24th inst.	
GHAZEE	NAME	Brit. str.	—	DODWELL & CO., LTD.	On 17th inst.	
WYNERIC	NAME	Brit. str.	2 m.	ARNOLD, KARBERG & CO.	On 20th inst.	
EMPEROR OF CHINA	NAME	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 7th inst.	
KUMERIC	NAME	Brit. str.	1 m.	DODWELL & CO., LTD.	On 18th inst.	
MONTEAGLE	NAME	Jap. str.	—	CANADIAN PACIFIC R. CO.	On 21st inst., at Noon.	
KAGA MARU	NAME	Jap. str.	—	NIPPON YUSEN KAISHA	On 9th inst., at Noon.	
SHINANO MARU	NAME	Jap. str.	—	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.	
MANSHU MARU	NAME	Dan. str.	—	OSAKA SHOSEN KAISHA	To day, at Noon.	
NIKKO MARU	NAME	Jap. str.	—	TOYO KISEN KAISHA	On 10th Dec., at Noon.	
PRINZ WILHELM	NAME	Jap. str.	—	BUTTERFIELD & SWIRE	On 26th inst., at Noon.	
KUMANO MARU	NAME	Jap. str.	—	NIPPON YUSEN KAISHA	On 3rd Dec., at Daylight	
KAWACHI MARU	NAME	Jap. str.	—	MELCHERS & CO.	On 24th Dec., at Daylight	
KAMO MARU	NAME	Jap. str.	—	NIPPON YUSEN KAISHA	About 24th inst.	
KUMANO MARU	NAME	Dan. str.	—	DAHWELL & CO., LTD.	On 17th inst.	
CHIHLI	NAME	Brit. str.	—	ARNOLD, KARBERG & CO.	On 7th inst.	
KUEICHOW	NAME	Brit. str.	1 m.	CANADIAN PACIFIC R. CO.	On 18th inst.	
CHENGHONG	NAME	Brit. str.	—	DODWELL & CO., LTD.	On 21st inst., at Noon.	
LINAN	NAME	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 9th inst., at Noon.	
ERNEST SIMONS	NAME	Fren. str.	—	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.	
KWONGANG	NAME	Brit. str.	—	OSAKA SHOSEN KAISHA	To day, at Noon.	
YATHMING	NAME	Brit. str.	—	TOYO KISEN KAISHA	On 10th Dec., at Noon.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAME	Dan. str.	—	BUTTERFIELD & SWIRE	On 26th inst., at 6 P.M.	
SHANGHAI, YOKOHAMA & KOBE	NAME	Brit. str.	—	NIPPON YUSEN KAISHA	On 26th Dec., at Noon.	
SHANGHAI, MOJI & KOBE	NAME	Brit. str.	—	MELCHERS & CO.	On 3rd Dec., at Daylight	
YEOSHI MARU	NAME	Jap. str.	—	DAHWELL & CO., LTD.	On 24th Dec., at Noon.	
ASSAYE	NAME	Brit. str.	—	BUTTERFIELD & SWIRE	On 13th inst., at Daylight	
CHENAN	NAME	Brit. str.	—	NIPPON YUSEN KAISHA	On 17th inst.	
SHANGHAI, KOBE & YOKOHAMA	NAME	Brit. str.	—	MELCHERS & CO.	On 17th inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NAME	Brit. str.	—	DAHWELL & CO., LTD.	On 17th inst.	
SHANGHAI, KOBE & YOKOHAMA	NAME	Brit. str.	—	MELCHERS & CO.	On 17th inst.	
ANNU	NAME	Brit. str.	—	DAHWELL & CO., LTD.	On 17th inst.	
PAHALAN	NAME	Dan. str.	—	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.	
TIJMAH	NAME	Dan. str.	—	JAEDINE, MATTHESON & CO., LTD.	On 18th inst., at 4 P.M.	
DAIGI MARU	NAME	Jap. str.	—	JAEDINE, MATTHESON & CO., LTD.	On 10th inst., at 4 P.M.	
DAIJIN MARU	NAME	Jap. str.	—	JAEDINE, MATTHESON & CO., LTD.	On 10th inst., at 4 P.M.	
HAIYANG	NAME	Brit. str.	—	JAEDINE, MATTHESON & CO., LTD.	On 10th inst., at 4 P.M.	
SWATOW	NAME	Brit. str.	—	JAEDINE, MATTHESON & CO., LTD.	On 10th inst., at 4 P.M.	
SWATOW, AMOY & FOOCHOW	NAME	Brit. str.	—</			

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 12th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Noon, 13th Nov.	Sea Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN	About 19th Nov.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MAESSEILLES	NAMUR	About 1st Dec.	Freight and Passage.

For further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 5th November, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO and NEWCHANG	"CHIHLI"	On 6th Nov. 4 P.M.
MANILA, ZAMBANGA ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, "CHANGSHA", etc.	"CHIHLI"	On 6th Nov., 6 P.M.
NEW ZEALAND, ADELAIDE, FREMANTLE and PEETH	"LINAN", "TEAN", "KUEICHOW", "CHINHUA", "KAIKONG", "CHENAN", "TAMING", "ANHUI", "SANHUI", "LINTAN" and SS. "SANHUI".	On 7th Nov., Dlight. On 9th Nov., 3 P.M. On 9th Nov., 4 P.M. On 11th Nov., 4 P.M. On 11th Nov., 4 P.M. On 14th Nov., Dlight. On 16th Nov., 3 P.M. On 18th Nov., 4 P.M.
SHANGHAI	"LINAN", "TEAN", "KUEICHOW", "CHINHUA", "KAIKONG", "CHENAN", "TAMING", "ANHUI", "SANHUI", "LINTAN" and SS. "SANHUI".	On 7th Nov., Dlight. On 9th Nov., 3 P.M. On 9th Nov., 4 P.M. On 11th Nov., 4 P.M. On 11th Nov., 4 P.M. On 14th Nov., Dlight. On 16th Nov., 3 P.M. On 18th Nov., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS

Hongkong, 6th November, 1909.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SHANGHAI via NINGPO, "WUANGER", "YATSHING", "NAMSANG" and "KUMO MARU".

SHANGHAI via YOKOHAMA, "MOJI", "NAMSANG" and "KUMO MARU".

TIENTSIN via WEIHAIWEI & CHEFOO, "CHEONGSHING", "KUTSANG" and "LOONGSANG".

MANILA via SINGAPORE, "CALCUTTA", "KUTSANG" and "LOONGSANG".

MANILA via YUENSANG, "YUENSANG" and "KUMO MARU".

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS

Hongkong, 5th November, 1909.

[16]

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING.

"HAIMUN," Capt. Evans SWATOW SUNDAY, 7th Nov., at 10 A.M.

"HAITAN," Capt. J. S. Rosch SWATOW, AMOY and TUESDAY, 9th Nov., at 10 A.M.

"HAIYANG," Capt. A. E. Hodges AMOY and FOOCHOW. SATURDAY, 13th Oct., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 6th November, 1909.

[10]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "CANTON" On 17th November.

MARSEILLE, HAVRE, COPENHAGEN, GEN. GOTENBURG and BALTIQUE PORTS "PEKING" 20th November.

MARSEILLE, HAVRE, COPENHAGEN, GEN. GOTENBURG and BALTIQUE PORTS "CANTON" Middle of December.

For Further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 6th November, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO and to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	SS. BELGRAVIA	20th Nov.
SS. SUEVIA	17th Nov.	
SS. SENEGAMBIA	18th Nov.	
SS. SITHONIA	1st Dec.	
SS. SCANDIA	10th Dec.	
SS. BRASILIA	18th Dec.	
SS. SEGOVIA	26th Dec.	

Further Particulars apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 2nd November, 1909.

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINZESS ALICE" - 10,911 - ON MARCH 23RD.

Capt. P. Grosch.

"KLEIST" - 9,000 - ON APRIL 6TH.

Capt. O. Parhne.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.

Capt. F. V. Binzer.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended.

For Particulars, apply to

MELCHERS & CO.,  
GENERAL AGENTS.

1225]

PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due
to COLOMBO	HONGKONG	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
Steamer	1 P.M. SATURDAY	Steamer	SATURDAY
ARACADIA	February 5	MANTUA 11,000	MARCH 11
ASSAYE	February 19	CHINA 8,000	MARCH 25
DELTA	March 5	MALWA 11,000	April 2
MACEONIA	March 19	(Through Steamer calling at BOMBAY)	April 16
DEVANHA	April 2	MONGOLIA 10,600	April 30
ASSAYE	April 16	MARMORA 10,500	May 14
DELTA	April 30	MOREA 11,000	May 25
DELHI	May 14	MOOLTAN 10,000	JUNE 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of booking.

FARES TO LONDON (including Surtax):

1ST SALOON £10.10 SINGLE. £24.82 RETURN.

2ND SALOON £3.18 " £7.12 "

In addition to the above Mail Steamers the following INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	HONGKONG	Due
</tbl\_info

## POST OFFICE NOTICE

Only fully prepaid letters and post-cards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE VIA SIBERIA—  
Date of Despatch  
from London Date due in Hongkong Vessel  
15th & 16th October To-morrow Chinhua.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom will be closed in this office at 5 p.m. on Friday the 12th of November 1909. In order to facilitate the work and avoid delay it is requested that parcels be posted before the above date. This Postal Mail by the express route via Gibraltar is due in London on the 18th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents, such parcels are "not to receive" London or on or about the 10th of December with the Letter Mail. Parcels containing Gold or Silver must be insured for at least part of their value. All Insured parcels must be sealed. All the seals must be of the same kind of wax, and must bear distinct impressions of some device. This device must be the same on each seal. Straight curved or crossed lines are not admissible. But a coin or coin must not be used for sealing.

The Clerks of this Post Office are strictly forbidden to seal Parcels for the Public or to affix stamps on letters or parcels.

Parcels tendered for posting that do not comply with the regulations will not be accepted.

PARCELS

Manila Bangkok  
Batare, Cheribon, Samarang and Sourabaya  
Manila  
Shanghai, Moji, Rob, Yokohama and Taeo  
Macao  
Darboe  
Weihaiwei, Chefoo and Newchwang  
Singapore, Colombo and Bombay  
Salgon  
Linggo and Shanghai  
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle  
Shanghai  
SIBERIAN MAIL TO EUROPE  
Swatow  
Swatow, Amoy and Tamsui  
Macao  
Shanghai and Moji  
Swatow, Amoy and Foochow

EUROPE, S.E. INDIA AND TURKESTAN  
(Late Letters 11.00 A.M. to NOON E.S.T.)  
Postage 10 cents.  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract.)

Shanghai, Yenki, Kub, Yokohama, Victoria and Seattle  
SIBERIAN MAIL TO EUROPE  
Manila  
Tsimian  
Timor, Port Darwin, Thursday Is., Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle  
Macao  
Weihaiwei, Chefoo and Tientsin  
Singapore, Penang and Bombay  
Macao  
Cebu and Iloilo  
Shanghai  
Singapore, Penang, and Calcutta  
Macao  
Malacca  
Shanghai, Nagasaki, Kobe and Yokohama

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO  
SIBERIAN MAIL TO EUROPE

Amoy and Foochow  
Manila  
EUROPE, S.E. INDIA AND TURKESTAN  
(Late Letters 11.00 to NOON Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail  
Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract.)

The Postal mail will be closed on Friday, 12th inst., at 5 p.m.

Macao  
Shanghai  
SIBERIAN MAIL TO EUROPE  
Manila  
Shanghai  
Anhui  
Tsiang  
Fuiyung  
Kiauhsien  
Aldenhamb  
Sut Tai  
Chengshing  
Capri  
Sut Tai  
Kaifeng  
Chinhua  
Kutung  
Sut Tai  
Loongga  
Dembighaire

Huayang  
Rubi  
Devenhu  
Nanmomo

Wednesday, 10th, 11.00 A.M.  
From November 6th to 12th, 1909.

HIGH WATER, LOW WATER.

From November 6th to 12th, 1909.

HONGKONG TIDE TABLE

From November 6th to 12th, 1909.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 6th.

ON SALE

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of preceding the departure of the English Mail; also Table of the Yearly Approximate Average for 35 years From 1874 to 1908.

Price: 2d. Cash. On sale at the "DAILY PRESS" Office, Local Booksellers.

## COMMERCIAL

## EXCHANGE CLOSING QUOTATIONS.

November 5th.

ON LONDON—  
Telegraphic Transfer 1/3d.  
Bank Bills, on demand 1/8d.  
Bank Bills, at 30 days' sight 1/8d.  
Bank Bills, at 4 months' sight 1/8d.  
Documentary Bills 4 months' sight 1/8d.

ON PARIS—  
Bank Bills, on demand 2/7d.  
Credits, at 4 months' sight 2/2d.

ON GERMANY—  
On demand 1/77.

ON NEW YORK—  
Bank Bills, on demand 4/2d.  
Credits at 60 days' sight 4/3d.

ON BOMBAY—  
Telegraphic Transfer 1/2d.  
Bank, on demand 1/2d.

ON CALCUTTA—  
Telegraphic Transfer 1/2d.  
Bank, on demand 1/2d.

ON SHANGHAI—  
Bank, at sight 75.  
Private, 30 days' sight 75.

ON YOKOHAMA—On demand 8d.

ON MANILA—On demand Pesos 85.

ON SINGAPORE—On demand 73.

ON BATAVIA—On demand 10/4.

ON HAIPHONG—On demand 73.

ON SAIGON—On demand 73.

ON BANGKOK—On demand 83.

Sovereigns, Bank's Buying Rate \$11.55.

GOLD LEAF, 100 fine, per tael \$60.40.

Han Silver, per oz. 23.

SUBSIDARY COINS.

per cent.

Chinese 20 cents pieces \$5.96 discount.

Chinese 10 " 6.48 "

Hongkong 20 " 5.74 "

Monday, 8th, 5.00 P.M.

Tuesday, 9th, 9.00 A.M.

Printed Matter, and Sam

per cent. 10.00 A.M.

Registration 10.00 A.M.

(Registration, with late fee of 10 cents, up to 1/45 A.M.)

Registration, Kowlo

O. 10.00 A.M.

No late fee

11.00 A.M.

Tuesday, 9th, 11.00 A.M.

Tourane .....

Saturday, 6th, 6.00 P.M.

Sun. 7th, 9.00 A.M.

Dong Ma

Sut Tai

Yiboshi Maru

Han

Sut Tai

Printed Matter, and Sam

per cent. 10.00 A.M.

Registration 10.00 A.M.

(Registration, with late fee of 10 cents, up to 1/45 A.M.)

Registration, Kowlo

O. 10.00 A.M.

No late fee

11.00 A.M.

Tuesday, 9th, 11.00 A.M.

Tourane .....

Saturday, 6th, 6.00 P.M.

Sun. 7th, 9.00 A.M.

Thursday, 11th, 1.15 P.M.

Tuesday, 9th, 2.00 P.M.

Tuesday, 9th, 3.00 P.M.

Friday, 12th, 1.00 P.M.

Friday, 12th, 2.00 P.M.

Friday, 12th, 3.00 P.M.

Saturday, 13th, 1.00 P.M.

Printed Matter, and Sam

per cent. 9.00 A.M.

Registration 9.00 A.M.

(Registration, with late fee of 10 cents, up to 9.45 A.M.)

Registration, Kowlo

O. 10.00 A.M.

No late fee

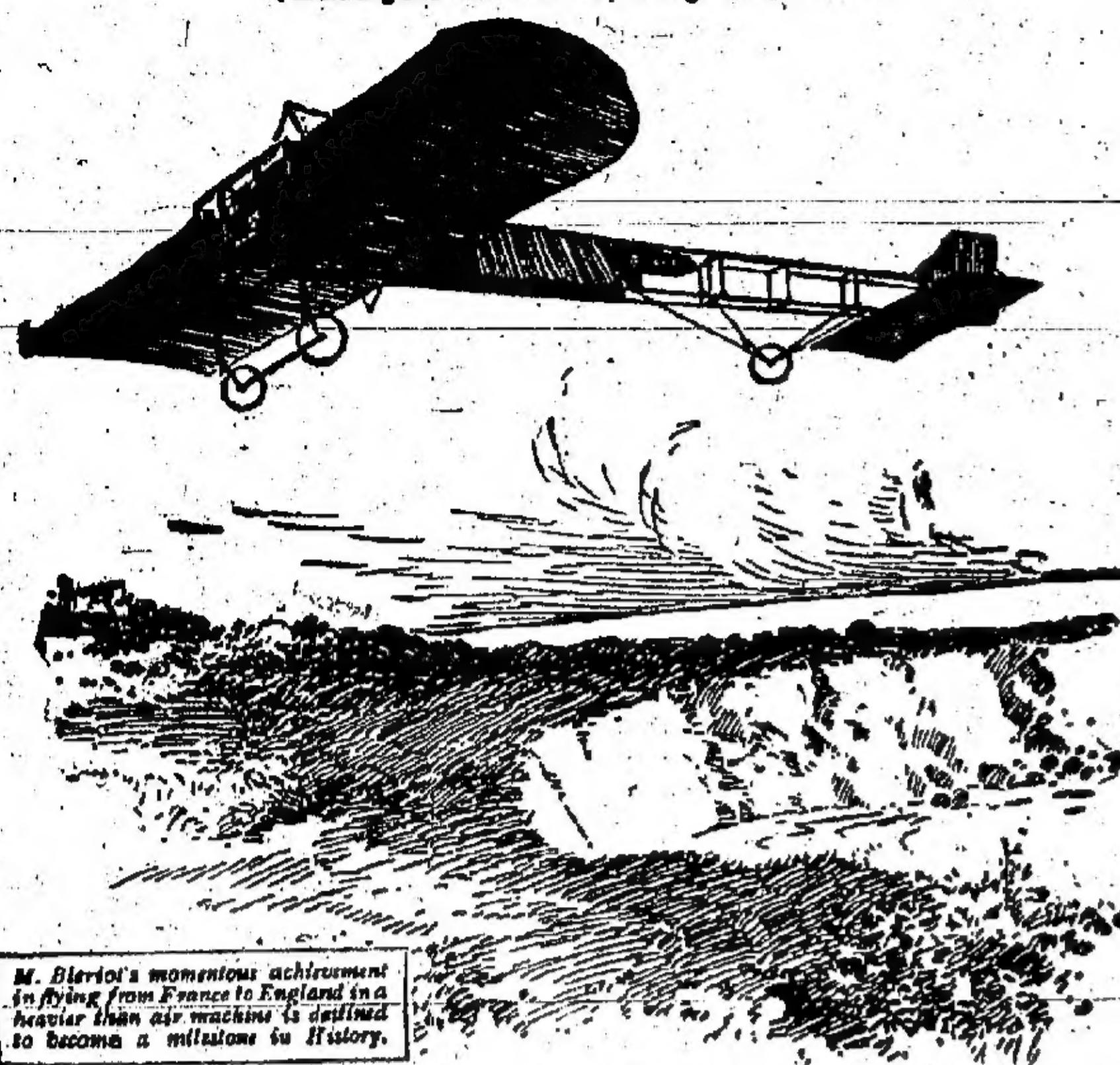
11.00 A.M.

Saturday, 10th, 11.00 A.M.

Tourane .....

Saturday, 10th, 10.00 A.M.

### The First Over-Channel Flight (Baraque to Dover, July 25, 1909)



### Nerve Strain, Despondency, Exhaustion

All the world knows about the Great Channel Flight, but it is from M. Bleriot himself we learn how much his marvelous conquest of the air depended upon the nerve force and endurance created by Phosferine.

The great aviator confesses that the magnitude of his undertaking made him apprehensive and despondent, and only by re-enforcing his nerve power with Phosferine was he able to endure the great strain which resulted in such a brilliant triumph.

It is an established fact that the most brainy and daring men recognize success depends on man's driving power—*nerve*, and M. Bleriot's tribute to the *energy* efficacy of Phosferine was preceded by that of his countryman, M. Léonard, the famous aeroplanist, and thousands of distinguished people.

It is M. Bleriot's conviction that flight is impossible without an abundance of nerve force to withstand the unseen risks, shock or effects of exposure, and his channel flight experience of the vitalising potency and permanent staying power of Phosferine has compelled his grateful appreciation.

### Entirely Dispelled and Prevented.

M. Louis Bleriot, the first man to fly across the English Channel, writes: "I have also found, as my colleague M. Henri Farman has, that a considerable amount of benefit is to be derived from the use of Phosferine as a nerve tonic."

During the long, hazardous training flights that have been necessary with my different machines, previous to arriving at the perfection that my latest machine has attained, and the consequent mishaps which must necessarily prevail, Phosferine has stood me in good stead.

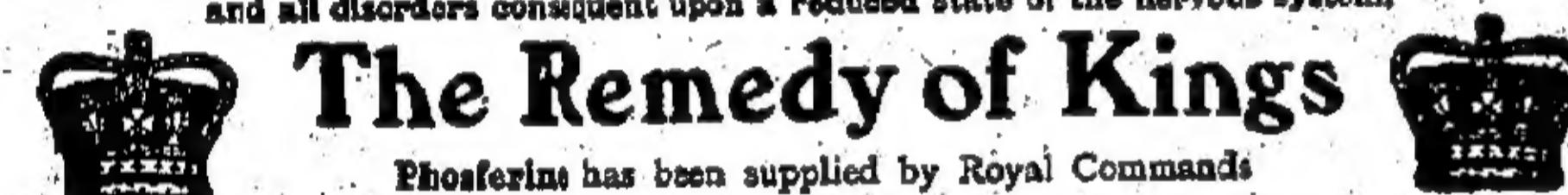
For anyone, no matter what capacity, I can with confidence recommend Phosferine as a bracing nerve tonic and preventive against fatigue and a restorative for loss of vitality."—July 29, 1909.

## PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Nervous Debility	Lassitude	Banache
Influenza	Neuritis	Rheumatism
Indigestion	Faintness	Headache
Sleeplessness	Brain-Fag	Hysteria
and all disorders consequent upon a reduced state of the nervous system.		



The Remedy of Kings

Phosferine has been supplied by Royal Chemists

To the Royal Family, H.H. the Emperor of Russia, H.H. the Dowager Empress of Russia, H.H. the King of Greece, The Imperial Family of China, and the Principal Royalty and Aristocracy throughout the World.

Producers: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England.

Price in Great Britain, bottles, 1/2d, 2d and 4d. Sold by all Chemists, Stores, &c.

The 2d size contains nearly four times the 1/2d size.

BY APPOINTMENT TO HIS MAJESTY THE KING

## BOVRIL

Tempt you to Eat and Feeds you.

Whether at home, at the office, in the restaurant, or in the theatre, a cup of Bovril is easily and quickly procured.

ALWAYS INSIST UPON BOVRIL,  
AND SEE THAT YOU GET IT.

## SAINT-RAPHAEL

### TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young men, children and the aged. Invaluable in hot climates.

Dose: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial, purely and faultless preparation. To be taken on-a-lump-of-sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS: CALBECK, MACGREGOR & CO., Hongkong.

### IN MY LADY'S CHAMBER.

(By a Correspondent in the "Times.")

It is a little difficult to make out who actually leads the fashion. The dressmakers, or rather the heads of great dressmaking establishments, have some share in it, but few fashion-spirits have their part to play, a small number of women of supreme elegance and unerring taste play perhaps a more important part still. But there is something behind all these, something strange, that often seems to thwart the very definite intentions of the fashion leaders.

There are a few plain and definite laws, and then there is besides a freakish, sportive kind of element that knows no law.

For instance, it is axiomatic that every woman likes to feel well-dressed. The pleasure is only to be had in its perfection for most people, when the costume is new, and more than that, it is quite obviously new.

But no woman likes to be continually renewing the whole of her wardrobe, and another unwritten law ordains that new styles shall tend to be modifications of the old, and that a good deal of choice shall be left to everyone, certain styles continuing wearable for a considerable time. This last tendency goes directly against the wishes of the dressmakers, who are always desiring, and consequently predicting sudden, abrupt, and complete changes, and who have even gone so far as to threaten us again and again with the return of the crinoline or the cravat.

It is the women who wear the dresses who usually continue or adapt some fashion which they have found graceful or becoming. As a rule they do not seek to startle, but to attract; it is not they who wear those striking and dazzling creations seen generally at race meetings and never met again.

#### THE USE OF THE SASH.

Eccentricities often hide a total lack of taste, and yet they may strike a very harmonious chord and be worked up into very useful and beautiful modes. The rage for the sash, for instance, at present so prevalent, may be the cause of an absurdity or may give a quaint and pleasing effect.

I saw a sash the other day that came out from the seams under the arms, crossed a little above the waist, and was fastened in a knot above the knees behind. It seemed to me a feeble and fiddly kind of thing for a sash to do, and yet the effect was not unpleasant.

On the other hand, I never yet saw a sash tied below the knee without thinking it most awkward and ugly. It is an unfortunate adaptation of the line that originally marked the place where the gown flowed out round the feet. Sometimes the sash may be prettily draped over the shoulders, but its right place seems to be round the waist, which is reappearing once more in the position where habits have accustomed us to expect it. With long ends falling to the side or to the back, with short ends fringed or ornamented, swathed elaborately or tied simply in a bow, the sash is back again round the waist.

But though it sometimes lends itself to freakishness, the sash, however it may be arranged, seldom interferes with its wearer's comfort. Even when it apparently acts as a hobble it does in reality leave room for walking. There are, however, one or two extraordinary customs that are really uncomfortable and tiresome. One of these is the fashion of cutting the top part of the sleeve all in one with the shoulder of the body. This has two grave drawbacks—the sleeve has to be pieced, as no staff is wide enough to cut it in its whole length together with the body, and it is generally impossible for the wearer to lift her arm without splitting something. It may be objected that a great many dresses do not allow the arms to be lifted. It is quite true. A great many dresses are very uncomfortable to wear, and anything that is uncomfortable tends to be ungraceful and unpleasing.

#### THE TAILOR-MADE.

Even in the tailor-made coat and skirt, now more worn than ever, the tailors of the present day put plenty of pockets in their long coats; a woman may have as many pockets as a man—pockets large and deep and tempting—but their possession is often only the torture of Tantalus, as the tailor urges, beseeches, almost commands that nothing whatever shall be put in them. In towns the tailors are often obeyed, but in the country many women rebel, and claim the usually privilege of going through half-a-dozen pockets that they left it at home in a drawer.

One reason for the popularity of the tailor-made is that when people go out nowadays they are nearly always going somewhere definite. They do not like Jane Austen's heroines, ambling in strawberries. They go on for a game of golf, or they go out with the guns, or they take a fishing-rod. When you sauntered in the shrubbery you came in when it began to rain, you turned back if a path proved muddy, but when you are going somewhere definite you must take what comes or you will never get there, and you must be dressed in such a way as to be able to enjoy rain in this England of ours, where, as Charles II. said, you can be out of doors with pleasure during more hours in the year than in any other country, but in order really to appreciate that pleasure you must not mind a shower of rain.

Coats are said to be going to be short, but that may be only a tailors' cry for a complete change. At present, at any rate, they continue to be long, often fantastic in their forms, cut away below the waist, for instance, or with the skirts buttoned back like an old-fashioned soldier's tunic, often opening very low in front, and fastening with only one or two buttons. The black rever which disappeared for a time are reappearing here and there. I saw a very pretty green coat the other day, with black satin ravers and a black satin belt which went under the crossed part of the front and was secured with a curious dull gold clasp. The coat was a sort of adaptation of the old Russian blouse, and was worn with a plain short skirt. Skirts are getting shorter than ever, especially for the country, and this is partly due to the desire to keep them out of the mud and partly to a difficulty about the foot-covering.

If either long boots or shoes and gaiters are worn they are apt to make the ankle look thick and clumsy unless a piece of the calf is shown as well in order to give the just proportion. Hence with long boots or gaiters skirts ought to be short enough to show a little way above the ankle. Also when a short skirt shows the whole foot it is well to remember that narrow-pointed toes or high heels are apt to make that look larger. Very broad toes and very square heels look clumsy and are often tiring to walk in, but a shoe that bends enough gives the tread to give the foot free play and that has reasonably shaped extremities is at the same time the neatest-looking and the most comfortable that can be worn with a short skirt.

#### HATS.

To pass upwards to the other extreme, hats continue to be large, and though they are less well covered—indeed, sometimes startlingly nude—in spite of all the efforts of the humanitarians, the covering, such as it is, continues to be largely feathered. It would be interesting to know whether the killing of birds for the sake of adornment will ever cease. For years doctors fought against distorting corsets, and their discourses seemed to have no effect.

then quite suddenly it becomes the fashion to have a figure like a Greek statue, and the wasp-waist has become, let us hope, an extinct as the megatherium. It may be the same with the slaughter of birds for their plumage. This, too, may suddenly be put an end to by some unexpected change of fashion. For the present, at any rate, there is no sign of it. But there are touching signs that some women are beginning to wish to be as well as to see where they are going. Hats are beginning to turn up in front in a pathetic and unexpected way, and a three-cornered shape is making its appearance, with one corner placed a little to one side.

### SHIPPING CHARTER ANNIVERSARIES.

The celebration by the Royal Mail Steam Packet Company of the seventieth anniversary of the granting of its charter is to be followed before very long by a similar commemoration on the part of the Pacific Steam Navigation Company. Next February it will be seventy years since that company first received a charter. Its history is in some measure a complement of that of the Royal Mail Company. When this last-mentioned enterprise extended its operations to the Isthmus of Panama, and established connection with the Pacific Ocean, first by arranging mule and canoe transport, and later by helping in the construction of the Panama Railway, it became evident that the West Coast of South America must be linked up by steamship communication. It was the Pacific Steam Navigation Company which put its hands to this task. It sent round to the West Coast two steamers, the Chile and the Peru, which laid the foundations of a great business association with Chilean, Peruvian, and other Pacific ports. These two steamers, by the way, were the first that ever passed through the Straits of Magellan. Ever since the Pacific Company have paid special attention to the West Coast trade, to which, as well as to the East Coast, it to-day runs some notable steamers. For some years the Pacific Company carried the mails to Australia in conjunction with the Orient Line, but it withdrew from this combination some years back, selling the boats employed in the service to the Royal Mail Packet Company.

Another steamship company which in the near future will have occasion to celebrate the seventieth anniversary of the granting of its charter is the Peninsular and Oriental. The foundations of this great line were laid considerably before 1840, but it was not until 1840 that it was formally incorporated. The Canard Line was established in 1840, and will complete seventy years of Atlantic service on July 4 of next year.

### OLD-ESTABLISHED LINES.

One of the oldest British steamship organisations in existence is the Bibby Line to Rangoon, founded in 1807, and still owned by members of the family of that name. It did not, however, go into steam until 1851. The General Steam Navigation Company dates back to the year 1824. In the same year there was founded at Aberdeen the famous Aberdeen Line of steamers. George Thompson and Co., but for a long time it placed reliance upon its splendid clipper ships. The Harrison Line goes back to the year 1830, and the firm of Thomas Wilson and Sons, Hull, was founded in 1835. The origin of the African Steamship Company is carried back to the year 1832, while the Allan Line, which ran its first steamer in 1854, practically originated in 1820. The City Line, a famous Glasgow enterprise, now merged in the Ellerman Lines, was founded in 1840, which year also witnessed the advent of Messrs.oulder Brothers into the shipping trades.

The Anchor Line began operations in 1852, and the Castle Mail Packets Company, now merged in the Union-Castle Company, came into being the following year. The Donaldson Line dates back to 1854, and a year later the British India Company, one of the largest organisations under the British flag, made its appearance. In 1856 Messrs. J. T. Rennie and Sons, Aberdeen Line to South Africa came into existence, followed ten years later by the Booth Line. The White Star Line was founded in 1869 by the late Mr. T. H. Ismay, and is consequently 40 years old. Some of the more progressive steamship organisations are to be found among those established of comparatively recent years, just as some of the older companies to-day take high rank among the flourishing and vigorous maritime institutions.

# LEA and PERRINS' SAUCE

Assists digestion and gives a delightful piquancy and flavour to all.

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.

By Royal Warrant to H.M. THE KING.

# PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.

### WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £10,000, or, at the very least, at their full nominal value.

#### EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 1s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

The only Medicine of this kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries.

REGISTERED DR. LALOR'S TRADE MARK.

# PHOSPHODYNE

HAD THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

Its energizing effects are shown from the first day of its administration by a Remarkable Increase of Nerve and Intellectual Power, with a feeling of Courage, Strength, and Comfort. Digestion is Invigorated. The Appetite increases wonderfully. Sleep becomes calm and refreshing. The Face becomes fairer, the Lips red, the Eyes brighter, and Skin clear and healthy.

Beware of false imitations!—Now genuine without the British Government Stamp with "Dr. Lalor's Phosphodyne" London, England, engraved thereon, by order of her Majesty's Honourable Commissioners.

Thousands of unimpeachable testimonials from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

Directions for Self-Treatment of the above Diseases with the name MIDY.

Sold in Bottles at 4s. 6d. and 1s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, EAMSTEAD, LONDON, ENGLAND.

Agents in HONGKONG—A. S. WATSON & CO.

HEALTH, STRENGTH & ENERGY.

FOR DISEASES OF THE CHEST.

### GRIMAUT'S SYRUP

#### OF HYDRO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for CONSUMPTION, INFIRMATE COUGHS, COLD, DISEASES OF THE CHEST, LUNGS, AND BRONCHIAL TUBES.

122-25

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INTEREST allowed on Current Account,  
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learned on application. Every description of  
Banking and exchange business transacted.  
A. KOEHN,  
Manager.

Hongkong, 4th December, 1907. [24]

**THE MERCANTILE BANK OF  
INDIA, LIMITED.**

AUTHORISED CAPITAL ... £1,500,000\*  
SUBSCRIBED ... 1,125,000  
PAID-UP ... 562,000  
RESERVE FUND ... 250,000

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at the rate of 2 per cent. per annum on the  
Daily balance.

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For 12 months ... 4 per cent.  
For 6 ... 3½ per cent.  
For 3 ... 2½ per cent.

EVAN OREMISTON,  
Manager.

Hongkong, 27th April, 1909. [23]

**THE YOKOHAMA SPECIE BANK  
LIMITED.**

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUND ..... 15,900,000

HEAD OFFICE—YOKOHAMA.

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Tieling Ching-chun

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.  
On fixed deposits for 12 months 4% per annum.

" " " 6 3½  
" " " 5 2½  
" " " TAKEO TAKAMICHI,  
Manager.

Hongkong, 14th September, 1909. [454]

**HONGKONG AND SHANGHAI  
BANKING CORPORATION.**

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS—  
STEELING £1,500,000 at 2/— \$15,000,000  
SILVER ..... \$15,250,000

\$30,250,000  
RESERVE LIABILITY OF PROP TO \$15,000,000

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On Current Account at the rate of Two per cent.  
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For 3 months, 2½ per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 30th October, 1909. [20]

**THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1855,  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,575,000

RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent.  
per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

for 6 ... 3½  
for 3 ... 2½

W. K. DICKSON,  
Manager.

Hongkong, 6th April, 1909. [121]

## BANKS

**HONGKONG SAVINGS BANK.**

**T**HE Business of the above Bank is  
conducted by the HONGKONG AND  
SHANGHAI BANKING CORPORATION.  
Rules may be obtained on application  
INTEREST on deposits is allowed at 3½  
per cent. per annum.

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balance \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on **FIXED  
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For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [21]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS

THE P. & O. S. N. Co.'s Steamer

"NOTE"

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
Consignment will be sorted out Mark by Mark  
and delivery can be obtained as the Goods  
are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary within  
6 hours.

Goods not cleared by the 9th inst., at 4 p.m.,  
will be subject to rent.

No Fire Insurance will be effected by me  
in any case whatever.

Damaged packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an appointed  
hour. All claims must be presented within ten  
days of the steamer's arrival here, after which  
date they cannot be recognised. No claims will  
be admitted after the goods have left the  
Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 3rd November, 1909. [1]

## FROM EUROPE.

## THE H.A.L. Steamship

## "SILESIA."

Captain v. Hoff having arrived, Consignees of  
Cargo are hereby informed that their goods are  
being landed and placed at their risk in the  
hazardous and/or extra-hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Company, Limited, whence delivery may be  
obtained against Bills-of-Lading countersigned  
by the Undersigned.

Optional cargo will be carried on unless  
notice to the contrary is given before to-day.  
All claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognised.

No claims will be admitted after the goods  
have left the Godowns, and all goods remaining  
undelivered after the 9th inst. will be subject  
to rent.

All broken, chafed, and damaged goods must  
be left in the Godowns, where they will be  
examined on the 8th inst., at 3 p.m.

No fire insurance will be effected by us in  
any case whatever.

## HAMBURG-AMERIKA LINIE,

## Hongkong Office.

Hongkong, 3rd November, 1909. [1379]

NOEDDEUTSCHER LLOYD, BREMEN,  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "KLEIST."

having arrived, Consignees of cargo are hereby  
informed that their goods, with the exception of  
Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra-hazardous Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, and West  
Point Godowns, whence delivery may be  
obtained.

No claims will be admitted after the goods  
have left the Godowns, and all goods remaining  
undelivered after the 10th inst. will be subject  
to rent.

All broken, chafed and damaged goods are  
to be left in the Godowns, where they will be  
examined on the 11th inst., at 9.30 a.m.

All claims must reach us before the 14th inst.,  
or they will not be recognised.

No fire insurance will be effected.

Bills of Lading will be countersigned by the  
undersigned.

## This Steamer brings cargo

## Ex. S.S. "SCOUTAR" from Smyrna.

## Ex. S.S. "OSBOLE" from Venice.

## Transhipped at Port Said.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
General Agents.

Hongkong, 3rd November, 1909. [5]

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S. S. "SHIMOSA,"  
FROM NEW YORK.

Having arrived, Consignees of cargo are hereby  
informed that all goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company, at  
Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods  
have left the Godowns, and all goods remaining  
undelivered after the 11th inst. will be subject  
to rent.

All claims against the steamer must be pre-  
sented to the Undersigned on or before the 20th  
June, or they will not be recognised.

All broken, chafed, and damaged goods are to  
be left in the Godowns, where they will be  
examined on the 11th inst., at 3 p.m.

No fire insurance has been effected.

Bills of Lading will be countersigned by the  
Undersigned.

DODWELL & CO., LTD.,  
Agents.

Hongkong, 12th August, 1909. [1064]

## SINGON &amp; CO.

NOTICE—THIS COAL can only be  
obtained from THE SARAWAK COAL  
FIELDS CO., LTD., who are prepared to Supply

FRESH COAL straight from the Mines  
Steamers load at the Wharves. Quick despatch  
Telegrams: "Labor Luban".

## BRADLEY &amp; CO., Agents.

Hongkong, 12th August, 1909. [1064]

## LABUAN COAL.

NOTICE—THIS COAL can only be  
obtained from THE LABUAN COAL  
FIELDS CO., LTD., who are prepared to Supply

FRESH COAL straight from the Mines  
Steamers load at the Wharves. Quick despatch  
Telegrams: "Labor Luban".

## BRADLEY &amp; CO., Agents.

Hongkong, 12th August, 1909. [1064]

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"Sir Henry Ponsonby is com-  
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Handbook."

"Nothing better could be wished for—  
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Daily Chronicle.

Visitors to London should use

## DARLINGTON'S S.

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60 Illustrations,  
60 Illustrations,  
10 Maps &c.

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